

**CITY OF ISSAQUAH
DEVELOPMENT SERVICES DEPARTMENT
DEVELOPMENT COMMISSION**

STAFF REPORT

May 1, 2013

I. Application Information

File Nos.: Site Development Permit: PLN12-00066
 Shoreline Substantial Development Permit: PLN12-00065
 Administrative Adjustment of Standards: PLN12-00067

Project: Issaquah Plaza 221

Applicant: Derek Doke
 238 246th Way SE
 Sammamish, WA 98074

Property Owner: Derek Doke
 238 246th Way SE
 Sammamish, WA 98074

Engineer: Core Design
 14711 NE 29th Pl., Suite 101
 Bellevue, WA 98007

Architect:
(Northern Building) H. G. Kimura
 18012 W. Lake Desire Dr. SE
 Renton, WA 98058

Architect:
(Southern Building) TSE Architecture Engineering Planning
 12810 N.E. 178th Street, Suite 218
 Woodinville, WA 98072-5708

Engineer: Josh Beard
 Core Design
 14711 NE 29th Pl., Suite 101
 Bellevue, WA 98007

Staff Contact: David Favour, Deputy Director
 Development Services Department, 425-837-3090

Request: Application for approval of land use and shoreline permits to construct two commercial buildings - One building will have approximately 2,700 square feet with a drive-through. The second building will consist of approximately 11,000 square feet. Two existing single family homes will be demolished. An existing wetland will be preserved and the stream and wetland buffers will be enhanced with native plantings. The project is located within the shoreline jurisdiction of Issaquah Creek.

Location: The site is located at 5611 221st Place SE.

Existing Land Use: The subject site contains two single family homes that will be demolished as part of this development. The surrounding land uses are:

- *North:* Issaquah Creek; detention pond; Fed Ex distribution facility.
- *East:* Service Station; Car Wash; Auto Repair.
- *South:* Office Building (converted single family house).
- *West:* North Fork and main stem of Issaquah Creek.

Zoning: Mixed Use (Central Issaquah Plan zoning effective April 29, 2013)

Comprehensive Plan: Central Issaquah Plan
Sub-area: North Issaquah
Land use: Commercial

II. Background/History

Project Review Meetings

April 7, 2010	PLN10-00018 Pre-Application meeting held and code concerns presented to the applicant.
April 20, 2011	PLN10-00064 Community Conference meeting held with Development Commission.
October 19, 2011	PLN10-00067 Pre-Application meeting held and code concerns presented to the applicant.
March 5, 2013	River and Streams Board Meeting and Shoreline Substantial Development Public Meeting.

Central Issaquah Plan

The Central Issaquah Plan was adopted by the City Council on December 17, 2012. However it did not become effective until the effective date of the Central Issaquah Development and Design Standards on April 29, 2013.

The goal of the Central Issaquah Plan is to guide the evolution of Central Issaquah from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use urban area serving everyday essentials to residents, employees and visitors.

Central Issaquah includes approximately 840 developable acres and 1,100 total acres. With approximately 89 percent of Issaquah's commercially zoned land, nine of the City's top ten

employers, including Costco, and approximately 13,000 employees, Central Issaquah is the economic hub of the City.

Central Issaquah Plan - Guiding Principles

The Guiding Principles, established by the community, provide broad policy and design direction to guide the redevelopment of Central Issaquah.

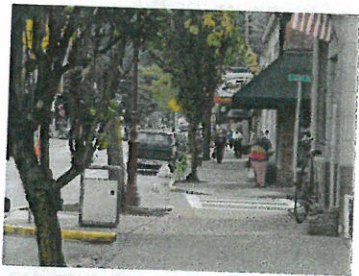
VISION: Guide the evolution of Central Issaquah from a place known primarily for strip malls and office buildings into a more cohesive neighborhood that is widely recognized as a vibrant and livable town center by:



ENVIRONMENT. Integrating environmental features, such as creeks and natural views into the plan to ensure they remain the unique qualities that make Issaquah special for future generations.



HOUSING. Adding housing to the area in a variety of types and affordability levels, including new mixed use projects on existing commercial sites, to accommodate people of all income levels and all stages of life.



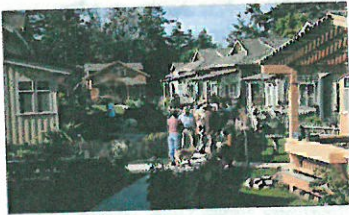
SENSE OF COMMUNITY. Maintaining an exceptional quality of life for Issaquah residents by promoting environmental sustainability, improving architectural design, integrating development with the natural setting, and creating new public spaces such as parks, plazas, pedestrian corridors and streetscapes.



TRANSPORTATION AND OTHER ESSENTIAL SERVICES. Improving vehicle, transit and pedestrian mobility in the area and ensuring that Central Issaquah residents, workers, and visitors are served by the essential services required for daily living.



ECONOMIC VITALITY. Seeking development to complement Central Issaquah's existing businesses and capitalize on the desirable location, livability, existing infrastructure, unique natural setting, transportation links, and significant redevelopment potential to support the continued economic success of those who live and invest in Issaquah.



INNOVATION. Employing innovative approaches for economic development and growth management, such as financial incentives and public /private partnerships to help the community achieve the Central Issaquah vision.

Development and Design Standards

The Central Issaquah Development and Design Standards implement the policy direction of the Central Issaquah Plan. The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the City Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The Central Issaquah Development and Design Standards contain a variety of development intents and standards that are organized into individual chapters. Each chapter provides direction to the applicant in the form of Intent statements and/or development standards for a particular aspect of the project. Other City Codes also apply such as the Critical Areas Regulations (IMC18.10), Stormwater Code (IMC 13.28), Sammamish Plateau Water and Sewer District regulations, etc.

Due to the general level of most information provided for the development, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflict with standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate permit modification. To construct the project as proposed, possible modification of standards, Lot Line Adjustments or Consolidations, Building, Public Works, and Sign Permits will be required subsequent to the approval of the SDP application.

Shoreline Master Program

This development is subject to the requirements of the Shoreline Master Program. In fact this project could not go forward until approval of the Program because the Commercial use was not permitted under the former Program. The Shoreline Master Program became effective earlier in 2013. This project requires a Shoreline Substantial Development Permit, File No. PLN12-00065. Concurrent with this SDP application, public notice requirements for the shoreline permit have been provided. A required public meeting for the shoreline permit was hosted by the River and Streams Board on March 5, 2013. Other shoreline public notice requirements are included in the SDP public notice discussion in this report. This staff report addresses key elements of the shoreline master program requirements. The SEPA determination also reviews key shoreline master program requirements.

III. Development Standards and Regulations

A. CIP Chapter 1.0 Purpose and Applicability

Section 1.1 Purpose and Applicability states, "The purpose of these standards is to implement the Central Issaquah Plan, inspiring an animated and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting and retaining businesses that complement the Central Issaquah vision, and ultimately, creating a place where people of all income levels and diversities are drawn to live, work and play. These standards promote the construction of developments that will have an appealing and visually engaging Public Realm in order to encourage social interaction, outdoor activity and a pedestrian orientation, and encourage redevelopment of Central Issaquah to a more sustainable, compact, mixed use area."

Discussion: This project is subject to the Central Issaquah Plan Development and Design Standards even though this project was submitted prior to adoption. Anticipating this situation, the applicant and city staff worked to design a project that meets the intent the new standards.

The proposal applied for an Administrative Adjustment of Setback Standards (AAS), PLN12-00067, to reduce the 30 foot front setback and locate the building toward the public street. This was required under the former Land Use Code to vary the front setback of 30 feet in the "PO" zone. Because the front setback is now 0' in the new "Mixed Use" or "MU" zone, the AAS is no longer necessary under the new Development and Design Standards.

B. CIP Chapter 2.0 Definitions Specific to Central Issaquah

Discussion: The definitions in Chapter 2.0 are a combination of applicable definitions from the existing Land Use Code, new Development Agreements, and unique definitions to this code. Capitalized words in this code are defined terms in Chapter 2.0.

C. CIP Chapter 3.0 Procedures

Section 3.1 states, "The intent of this Chapter is to foster development/redevelopment through effective and efficient processes that balance flexibility and predictability, encourage smart, creative and innovative solutions and cultivate public/private partnerships that result in win-win solutions."

Discussion: The procedures outlined in this Chapter remain similar to existing to the existing Land Use Code with some modifications such as in terms of thresholds of review (in Chapter 4.0), and public notice requirements. Under this new code the project continues to be a Level 3 Site Development Permit with a decision by the Development Commission. Public Notice requirements remain similar as outlined below. The specific public notice provisions are outlined below:

Section 3.8 Development Review Process and Public Notice states, "The following table provides a summary of the development review process and public notice requirements. For

more information, see the text in this Chapter, and IMC 18.04, Procedures, and IMC 18.04.180 for public notice requirements.”

Discussion: As part of the public hearing process, public notice must be provided to all Parties of Record and to property owners within 300 feet of the exterior boundaries of the site at least 10 days prior to the hearing. Notice is also required on the City Website and Electronic Subscription Notices. A sign notification of the land use action is to be placed on the project site. Finally, a legal notice must be placed in the local newspaper at least ten (10) days before the hearing.

Notice to Parties of Record and property owners within 300 feet was mailed out on April 17 2013. Notice on the city website and electronic subscription notices were provided on April 24, 2013. A 4-foot x 4-foot notice board was posted by the applicant on March 21 2013. Legal Notice was published in the Issaquah Press on April 17, 2013.

Table 3.8-1 Development Review Process and Public Notice¹

☼ = Required ○ = Optional Empty Box = Not Required

PROCESS STEPS	Level 0 ²	1	2	3
Early Coordination and Collaboration	○ Recommended	○ Recommended	○ Recommended	○ Recommended
Pre-application Meeting	○ a,c (if pre-app occurs)	☼ a,c	☼ a,c	☼ a,c
Community Conference ³				○ a,b,c,d
Complete Application Determination	☼ a,c ²	☼ a,c,d	☼	☼
Notice of Application			☼ a,b,c,d	☼ a,b,c,d
SEPA Determination	See SEPA requirements, Chapter 18.10 IMC, including Planned Action Ordinance.			
Public Hearing				☼ a,b,c,d,e
Notice of Decision		☼ a,c	☼ a,c	☼ a,c
Appeals	See IMC 18.04.250, Appeals			
Permit Extension	See Section 3.11 for two year increment extension option.			

Public Notice Key:

- a - Parties of Record
- b - Adjacent Property Owners
- c - City Website and Electronic Subscription Notices
- d - Property Posting (not required for Administrative Adjustment of Standards or Home Occupations)
- e - Legal Notice to Paper

¹ For Levels of Review 4, 5, and 6 see the Land Use Code, IMC 18.04.180

² City Website posting of Level 0 shall be determined by the Director

³ The decision to require a Community Conference will be determined by the Director based on Section 3.3.A "Options for Changes to Levels of Review Increase Level of Review" criteria above.

D. CIP Chapter 4.0 Zoning Districts, Uses and Standards Summary

Section 4.1 Intent states, "The intent of this Chapter is to establish zoning districts to allow for a livable, sustainable, mixed-use, urban community; balance environmental concerns with development pressures; and ensure the health, welfare and safety of those who work, live and play in Central Issaquah."

Table 4.2 Intent of Zoning Districts		
Zoning District (~acres)	Intent	Central Plan District(s)
Mixed Use (~293 acres)	The intent of the Mixed Use district is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses.	East Lake; Darst Park

Discussion: The property has a new zoning designation of "Mixed Use". The retail use is consistent with the Intent of this zone.

Table 4.3 A. Levels of Review ¹				
Zones	Level 0	Level 1	Level 2	Level 3
Urban Core	≤ 4,000 sq. ft.	>4,000 - <45,000 sq. ft.	≥ 45,000 - <150,000 sq. ft.	≥ 150,000 sq. ft. Or Site ≥ 3 acres
Mixed Use, Intensive Commercial, Destination Retail (north of Gilman), Mineral Resources	≤ 4,000 sq. ft.	>4,000 - <45,000 sq. ft.	≥ 45,000 - <100,000 sq. ft.	≥ 100,000 sq. ft. Or Site ≥ 3 acres
Village Residential, Mixed Use Residential, Destination Retail & Mixed Use (south of Gilman), Single Family Suburban	≤ 4,000 sq. ft.	>4,000 - <10,000 sq. ft.	≥ <u>10,000</u> - < <u>45,000</u> sq. ft.	≥ 45,000 sq. ft. Or Site ≥ 3 acres

Discussion: The project continues to be reviewed as a Level 3 Site Development Permit due to the threshold requiring Level 3 review for Sites greater than or equal to 3 acres. This project site is 3.4 acres.

Table 4.3 B. Table of Permitted Land Uses

Land Uses ¹	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
AGRICULTURE/RESOURCE						
General Retail Service, up to 125,000 sq. ft. gross floor area	P	P	P	P	P	P
Drive-Through Window/Station Facility with Any Permitted Retail/Service Use	See Accessory & Temporary					
Convenience Store and Grocery Store, Neighborhood, up to 4,000 sf; Convenience Store, Intensive and Grocery Store, Midscale (4,000 – 45,000 sq. ft.); Liquor Store; Restaurant/Cafe/ Coffee Shop (w/ or w/o drive-through)	P	P	P	P	P	P
Day Care Center; Drive-Through Window or Station Facility with any permitted use (unless noted otherwise within this table); Electric vehicle infrastructure; Satellite Dish/Broadcast and Receiving Towers ⁶ ; Vending Stand, Accessory: including espresso, flowers, food, produce, and seasonal items/Christmas trees ¹²	P	P	P	P	P	P

Discussion: As shown in these highlighted excerpts from the Table of Permitted Land Uses, the uses of General Retail and Restaurant/Café/Coffee Shop with Drive-Through Window are all permitted uses in the "Mixed Use" zone.

Table 4.4 District Standards Summary Table¹

Zoning Districts	Floor Area Ratio (FAR) ²						Height ³		Setbacks ⁴		Build-To-Line ⁵ (Maximum Setback)	Maximum ⁶ Impervious Surface
	Min		Base		Max							
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Base	Max ⁷	Side	Rear		
Village Residential	n/a ²	n/a ²	1.25	1.0	3.0	3.0	48'	65'	0'	0'	0' - 15'	80%
Mixed Use Residential	n/a ²	n/a ²	1.25	1.0	2.0	2.0	40'	65'	7'	7'	0' - 10'	80%
Urban Core ⁸	.75	.55	1.7	1.25	5.0	5.0	48'	125'	0'	0'	0' - 10' ⁵	95%
Mixed Use	n/a ²	n/a ²	1.7	1.25	3.5	3.5	48'	85'	0'	0'	0' - 10' ⁵	90%
Destination Retail	n/a ²	n/a ²	1.25	1.0	2.0	2.0	48'	65'	0'	0'	0'	90%
Intensive Commercial	n/a ²	n/a ²	.5	.5	.5	.5	48'	65'	0'	0'	0' - 10'	90%
Single Family – Suburban	See IMC 18.07, Required Development and Design Standards											
Community Facilities	Determined by most restrictive contiguous zoning.											
Urban Village	No Changes											

1. This table represents a summary of some key development standards. See also the Development and Design Standards that may require more restrictive standards.
2. See Chapter 4.0, Section 4.4.B,C,D for FAR requirements. The process to increase FAR and Building Height from the Base to the Maximum height is through a Fee for Open Space or Affordable Housing payment. See Chapter 5.0 Density Bonus Program.
3. Base height may increase to 54 feet to accommodate additional first floor height such as for Retail and Service uses (at least 15 feet tall) or Office entrance lobbies or underbuilding parking. Additional height to be determined through application of the Design Standards. For height exemptions, see IMC 18.07.060.B.4.
4. Setbacks: The Standards including, but not limited to, "Site Design" and "Landscaping" requirements may require additional setbacks.
5. Build-To-Line: For front property lines and other building frontages that require a street presence as determined by the "Site Design" standards. If not at the 0' line, such as for Office or Residential privacy, then follow the Design Standards, including Chapter 11.3.F for pedestrian friendly landscape softening measures.
6. Impervious Surface: The Standards, including but not limited to "Community Space" and "Landscaping" may require additional pervious surface. Except Urban Village, Community Facilities, SF-Suburban and Urban Core, all zoning districts may be eligible for 5% additional impervious surface if the applicant meets the Administrative Adjustment of Standards criteria established in Chapter 1.0 Purpose and Applicability, Section 1.1 E.4 Approval Criteria.
7. For Maximum Height provisions see Chapter 5.0 "Density Bonus Program". 110 Foot separation is required between High Rise Buildings, see Chapter 14.0 Buildings, Section 14.3.A.8.
8. Ten percent of units in multifamily and mixed use developments must be mid-moderate affordable income housing (IMC 18.21.070).

Discussion: Following is a discussion of how the project meets the elements in the District Standards Summary Table:

FAR: Approximately .05. This is well under the Base FAR of 1.0 and meets the requirement.

Building Height: 26'6" (Northern building); 20'9" (southern building). These are below the Base Height of 40' and meet the requirement.

Setbacks: The southern Side Yard setback is 81'. This is much greater than the 7' minimum setback and meets the minimum requirement. The rear setback towards Issaquah Creek is over 200 feet. This is much greater than the 7' minimum and meets the requirement.

Build-To-Line: The street frontages of 221st and 56th Street qualify for Build-To-Line requirements. The buildings are located on 221st at between 4' and 5' from the property line. These fall within the range of 0' – 10' and meet the requirement. The 56th frontage of the northern building ranges from 8' to 35'. This frontage meets the Build-To-Line requirement by providing a Community Space along the 56th Street frontage. This is discussed in more detail in Community Space Chapters 7.0 and 13.0.

Maximum Impervious Surface: Due to the critical areas of wetlands and creek buffers the site falls well below the maximum impervious surface ratio of 80% and meets the maximum requirement.

E. CIP Chapter 5.0 Bonus Density Program

Discussion: Not applicable. The project is not requesting bonus density to increase above the Base FAR of 1.0 or the Base Building Height of 40'.

F. CIP Chapter 6.0 Circulation Facilities

Section 6.1 Intent states, "The intent of this Chapter is to create a comprehensive, highly interconnected Circulation Facility network that:

- A. Prioritizes nonmotorized users over motorized users, yet is seamless, safe and convenient for all users;
- B. Contributes to the Public Realm through well designed and inviting Movement Zones; and
- C. Provides a variety of facilities that accommodate the multiple functions that occur such as connectivity, recreation, passive use, informal gathering and stormwater."

Discussion: Existing and New Circulation Facilities shall be improved and designed in accordance with the Circulation Facility Standards and Figure 6A: Auto Inclusive Circulation Facility Classification Map.

221st Street: The Map designates 221st as a Core Street. The street section is attached. The applicant will be required to provide half-street improvements of this section along their 221st frontage. The improvements consist of: 8' sidewalk; 6' planter strip; 8' parallel parking; 10' travel lane. Due to the nearby King County Regional Trail to the east and the close proximity of buildings and other site improvements further south on 221st the bike lane should not be included in this road section.

56th Street: The Map designates 56th Street as a Boulevard. The street section is attached. There are no plans at this time to improve this street. It is preferable to provide sufficient room for future expansion but not complete the improvements at this time so as to maintain a continuous 56th Street roadway. Section 6.2 provides the City with authority to require dedication of right-of-way or to reserve portions of the site for future right-of-way dedication. The section shows that 90 feet of right-of-way will be required to build the full section. City maps show there is approximately 103 feet of right-of-way, therefore dedication of right-of-way nor road improvements is not anticipated at this time.

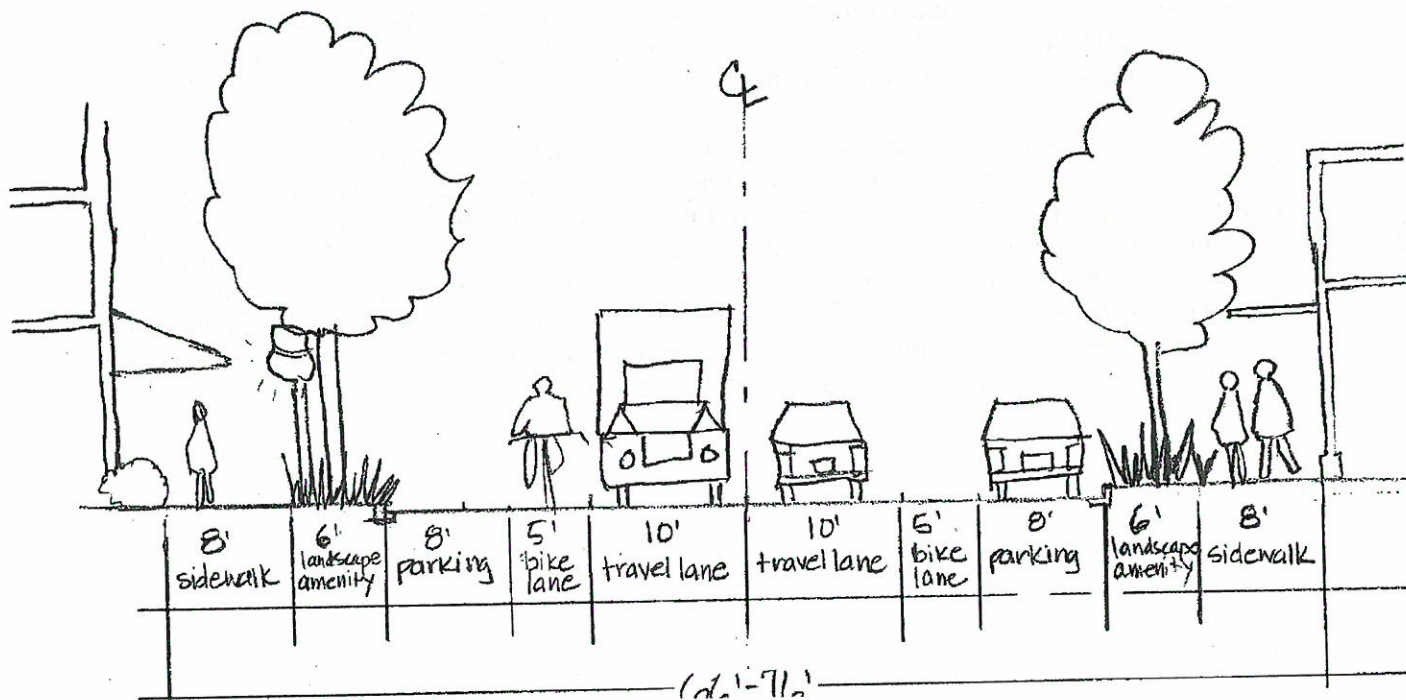
221st Street

Auto Inclusive Circulation Facilities: Core Streets

Core streets connect a mix of uses that are oriented towards creating a livable street character with pedestrian and bicycle priority, yet carrying slightly higher volumes of vehicular traffic than Pedestrian Priority Streets. Interactive ground floor uses are encouraged to promote walkability resulting in core locations that seek to focus community gatherings of civic, social and commercial activity. Given the pedestrian scale of these streets, highest priority is given to the pedestrian. Buildings are built to the sidewalk and sidewalks are wide. Designated bike lanes will be provided as necessary for the safety of cyclists due to higher traffic volumes and slightly higher speeds.

Core streets are local connectors that are expected to carry more vehicular volumes than Pedestrian Priority Streets. Core Streets can accommodate transit given the pedestrian densities and connections provided to adjacent neighborhoods. Transit stops are likely to be more closely spaced, creating increased service. Core Streets have the most traditional street character as they include two travel lanes, and on either side: sidewalks, planting strips, parallel parking, and possibly bicycle lanes.

Overall Widths		Movement Zone	
Right-of-way (ROW)	66'-76'	Planter Type	Planter Strip or Tree Wells
Face of Curb to Face of Curb	36'-46'	Landscape/Amenity Zone	6'
Lanes		Walkway Type	
Travel Lanes	2 @ 10' each		
Bicycle Lanes	2 @ 5' each	Lighting	See Design Standards Chapter 17, Lighting



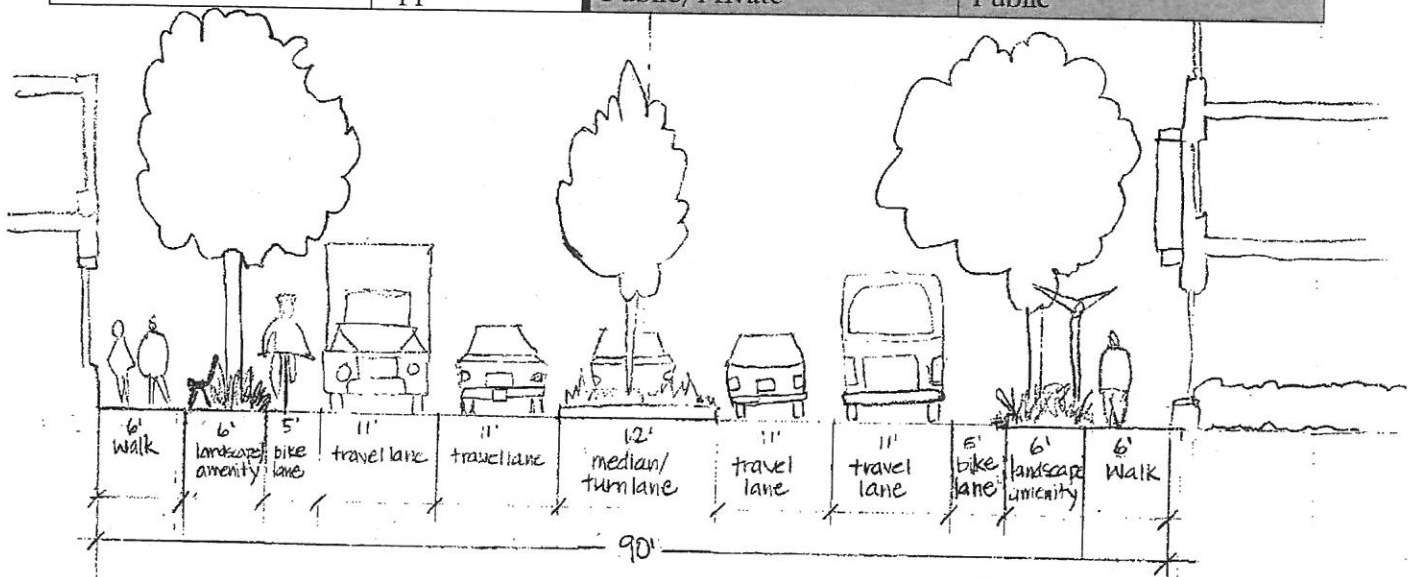
56th Street

Auto Inclusive Circulation Facilities: Boulevards

Boulevards move large numbers of regional and local traffic, including transit, through a variety of land uses and development intensities. To achieve Issaquah's vision of a walkable community, Boulevards must also accommodate pedestrians and cyclists. Because of the emphasis on the vehicle, Boulevards are not suited for land uses that would foster high volumes of pedestrians crossing from one side of the street to the other. Buildings along Boulevards may be oriented to less traveled side streets however easy pedestrian access is provided from sidewalks and parking areas. Because of wider lane widths, Boulevards often include medians for additional green space and trees as well as a pedestrian refuge when crossing wider intersections. Designated bike lanes are provided for the safety of the cyclists due to higher traffic volumes and slightly higher speeds. Driveways are limited to limit conflict points and encourage a smooth traffic flow.

Gilman Boulevard is designated as a Boulevard; however, the Gilman Boulevard Edible Landscape Tour is included within this right-of-way. Therefore, improvements to Gilman shall be determined on a case-by-case basis and/or payment will be made in lieu of improvements and placed into a fund to be used for Gilman Boulevard improvements at a later date.

Overall Widths		Movement Zone	
Right-of-way (ROW)	80'-90'	Planter Type	Tree Wells or Planter Strips
Face of Curb to Face of Curb	56'-66'	Landscape/Amenity Zone	6'
Lanes		Lighting	See Design Standards Chapter 17, Lighting
Travel Lanes	4 @ 11' each	Walkway Type	6' Sidewalk
Bicycle Lanes	2 @ 5' each ¹	Intersection	
Parking Lanes	None	Pedestrian Crossing	Bulbouts encouraged
Medians	12'/landscaped	Distance Between Intersections	800' maximum
Center Turn Lane	12'/where applicable	Ownership	
		Public/Private	Public



G. CIP Chapter 7.0 Community Space

Section 7.1 Intent states,

"The intent of this Chapter is to establish standards and requirements for the provision of Community Spaces that will inspire an animated and connected urban Community Space where:

- A. Building design and Community Space are connected and related;
- B. The site and design make a positive contribution to the Public Realm; and
- C. Significant Community Space is located within each District, or adjacent to Districts, if necessary.

Section 7.2 Green Necklace states,

"A. The intent of the Green Necklace (Figure 7A) is to saturate the developing urban environment with an array of green elements including Community and Neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces all connected by Shared Use Routes and Through Block Passages. Natural features will be used as key design elements to create a unique sense of place and enhance the values and functions of the natural environment.

B. General Standards

- 1. Design buildings, streetscapes and open space corridors for pedestrians, not vehicles.
- 2. Provide pedestrian and vehicle connections within and between developments to help break up blocks and increase pedestrian friendliness.
- 3. Integrate the natural and built environment by, for example, using native riparian landscape throughout the site to soften the transition between the natural and built environments and/or including controlled creek access using boardwalks and overlooks.
- 4. Build the nonmotorized routes, parks and community gardens required to support future residential development."

Discussion: Opportunities to enhance the Green Necklace are available on this site by enhancing the critical areas west of the developed portion of the site. At least three elements are anticipated to occur:

- 1) Establishment of an NGPE (Native Growth Protection Easement) to permanently preserve these areas;
- 2) Enhancement with native trees, shrubs and groundcover of the degraded portions of the buffers near the development;
- 3) Installation of trails and lookouts to allow for public access to this area.

Section 7.3 Required Community Spaces states the following together with a Discussion of how the requirement is met:

B. Nonresidential and Mixed Use Adjacent to Pedestrian Priority, Core Streets, Neighborhood Streets, and Local Streets.

- 1. Every non-residential and mixed use development adjacent to a Pedestrian Priority, Core Street, Neighborhood Street, and Local Street shall provide common outdoor Community Space as an amenity for the tenants, customers and visitors. Community Spaces shall be comfortable, secure and inviting spaces for a variety of activities

during all hours and seasons while maximizing opportunities for use. These spaces shall be owned and maintained by the property owner, and be accessible to the public. Community spaces shall be comprised of the following:

- a. **Landscaping and Build-To-Line Credit for Publicly Accessible Community Space.** Publicly accessible Community Spaces may count toward landscaped area requirements and may count toward building frontage, as allowed in Site Design, Chapter 11, for the development site if the pedestrian-oriented Community Space has a clear visual and physical connection to the street, and includes green landscape elements such as permanent in ground or raised planters, containers for seasonal plantings, window box planters or hanging baskets.

Discussion: The discussion for Site Design, Chapter 11.0 will address any Build-To-Line credit, however while the hardscape areas on the three of for sides of the northern building and the east and west sides of the southern building show potential they do not appear to qualify for landscape area requirements.

- b. **Minimum Dimensions.** Publicly accessible Community Spaces shall be an appropriate size to accommodate the Development users and to comply with Design Standards, including Chapter 13.0, but shall be no less than a minimum width of 20 feet and a minimum depth of 20 feet for each building. The Director may approve other sizes due to site constraints such as site size, site shape or topography or the desire to merge the required Community Space for multiple buildings into one larger Community Space.

Discussion: The southwest plaza of the southern building meets the minimum dimension requirement. While the spaces around the northern building do not meet the minimum size, in combination, and due to the smaller scale of the building, they fulfill the minimum dimension intent. It appears possible to enlarge the northern plaza to meet the minimum 20 x 20 foot dimension, and should be considered prior to issuance of the building permit.

- c. **Location.** Publicly accessible Community Spaces shall be visible from a main pedestrian access, public street frontage or primary internal Circulation Facility and building entrance. At the discretion of the Director, Community Space may be located on other areas of the site in order to preserve a natural feature of the site but must remain visible from the adjacent buildings.

Discussion: The locations of the Community Spaces appear logically oriented to the pedestrian access points to the buildings.

- d. **Availability.** Publicly accessible Community Spaces shall be secure and inviting spaces during designated hours, while maximizing opportunities for use in all seasons.

Discussion: By providing the "Required Design Elements" in g. below, the Community Spaces will fulfill this standard.

- e. **Direct Pedestrian Connection.** Publicly accessible Community Spaces located between a building and a sidewalk shall provide direct pedestrian access to the abutting building.

Discussion: Direct pedestrian access is available to the abutting buildings and the adjoining Community Spaces.

- f. **Required Design Elements.** Publicly accessible Community Space shall incorporate at a minimum the following:
- 1) At least 30% of each Community Space shall be planted with trees, shrubs, groundcover and perennial landscape plantings;
 - 2) At least 50% of each Community Space shall be hardscaped with decorative paving;
 - 3) There shall be at least one bench or seating unit for each 200 square feet of each Community Space (seating may be grouped into benches or ledges or seat walls or steps);
 - 4) Structural soils or approved special soil treatment that is at least 24 inches deep should be used as soil base for trees in plazas to prevent soil compaction and encourage tree root growth;
 - 5) Pedestrian-scaled lighting fixtures no taller than 15 feet;
 - 6) One element with sustainability attributes such as rain gardens, green roofs and walls, commercial grade solar powered lights or equipment, pervious paving or other elements as approved by the Director;
 - 7) Animal proof waste containers; and
 - 8) One artistic design element such as decorative paving patterns, ornamental art features, creative lighting elements or other elements as approved by the Director.

Discussion: The Preliminary Landscape Plan, Sheet 4 of 6, shows many of these elements requested above. However prior to building permit issuance the plans shall be revised as needed to ensure the elements are provided to enable creation of Community Spaces compliant with this code including section 7.3.B.1.f.

H. CIP Chapter 8.0 Parking Standards

Section 8.1 states, "The intent of this Chapter is to establish standards for the design and configuration of parking facilities based on urban rather than suburban densities and needs that encourage the use of parking garages rather than surface parking and support a pedestrian-friendly environment and attractive urban design."

Discussion: Following is a discussion of pertinent items of the Parking Standards chapter:

Transportation Demand Management

All developments must comply with Chapter 10.46 IMC, Commute Trip Reduction, and Transportation Management Plan IMC 18.09.120 in a coordinated, comprehensive Transportation Management Action Plan. A Transportation Management Action Plan represents a combination of transportation demand management program elements and implementation techniques to promote the desired transportation mobility modes and time of travel. A Transportation Management Action Plan often focuses on strategies to reduce peak period single occupant vehicle use towards off peak use and non-single occupant vehicle use. This development falls under the threshold to require specific measures however this application begins to address trip reduction through provision of bicycle parking and pedestrian connections. There are many other actions to reduce private automobile trips and promote the use of transportation alternatives that might be appropriate such as: providing showers to support employees riding their bikes to work and identifying locations and/or providing bus shelters on adjacent streets.

Amount of Proposed Parking

The Central Plan Development and Design Standards require parking to fall within a range of a minimum and a maximum parking ratio to ensure there is enough parking and that land is used efficiently. The following table shows the parking stall information:

PROPOSED USE	SQUARE FOOTAGE	Minimum PARKING RATIO	Maximum PARKING RATIO
Northern Building <i>Dining (Taco Time)</i>	2,700 sq. ft.	2 spaces per 1000 sq. ft. or 5 spaces	10 spaces per 1000 sq. ft. or 27 spaces
Southern Building <i>Retail</i>	11,300 sq. ft.	2 spaces per 1000 sq. ft. or 23 spaces	5 spaces per 1000 sq. ft. or 57 spaces
TOTAL ALLOWED PARKING RANGE:		28 spaces	84 spaces
TOTAL PARKING PROPOSED:		87 spaces	

The proposal falls three (3) stalls outside of the parking maximum. In the environmental section, there will be a request to eliminate the four (4) stalls in the southwestern corner of the site because they are located in the 100 foot stream buffer. By eliminating these stalls, the project will come into compliance with this requirement.

Barrier-Free Parking

A total of four (4) barrier free stalls are proposed. The number of Barrier-Free parking stalls is determined by separate barrier-free regulations. These stalls shall be located on the shortest possible accessible route of travel to an accessible building entrance. Where a project includes multiple building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. The applicant is strongly encouraged to meet with the Development Services Department to review barrier free parking locations and routes to meet ADA compliance. Prior to building permit issuance the Applicant shall revise plans as needed to meet ADA requirements.

Standard, Compact, Micro Parking Stall Ratios

Up to 100% of stalls can be Standard stalls, 60% of stalls can be Compact stalls, and 5% can be Micro stalls provided Compact and Micro stalls are not located along a fire lane. The project proposes that 49% of the stalls will be Compact. No Micro stalls are proposed. The proposal meets this requirement.

Dimensional Requirements

Required parking stall dimensions are 9' x 18.5' for Standard sized stalls, 8' x 16' for Compact stalls, and 7' x 12' for Micro stalls. It appears that the stall dimensions are designed to comply with the former Land Use Code dimensions. The parking lot dimensions should be checked and adjusted as needed to comply with the new standards.

Stacking Spaces

The new code states that the purpose of Drive-through stacking spaces is to "provide safe and sufficient parking space to support drive-through facilities so they do not encroach on public streets, sidewalks, or private parking and circulation areas but also provide necessary vehicle space to support this land use. Drive-through facilities are typical in suburban development schemes however they may be an inefficient land use that prevents location in urban developments." The northern building proposes a two window drive through use that requires 4 stacking spaces per window, or 8 total spaces measured at 8' x 20' and the project proposes eight (8) spaces.

Motorcycle Parking

All non-residential uses containing twenty (20) or more parking spaces and residential developments of six (6) or more dwellings shall provide parking spaces for motorcycles. Motorcycle spaces shall be provided at one (1) per thirty-six (36) of the required automobile spaces with at least one (1) motorcycle space provided for uses meeting the threshold. With 84 spaces the project must provide two (2) motorcycle parking spaces to be shown on the plans prior to building permit issuance.

Bicycle parking

The new code requires bike parking space at a ratio of "no less than 2.0 spaces per building 1.0 space per 5,000 sq.ft. for Retail land uses" and "No less than 2.0 spaces per building 1.0 space per 4,000 sq.ft. for Eating land uses." Prior to issuance of the Building Permit, the plans must be revised to show bicycle parking that meets the bicycle parking requirements.

Loading spaces

This proposal falls into the smallest loading requirement: one loading area per first 10,000 net square feet of retail, restaurant or office use plus one loading space for the next 20,000 net square feet. The loading spaces must be 10' x 25' except to fulfill this requirement on-street loading spaces may be used and may be the width of the parallel parking stalls.

Additional Parking Options

As an informational item, the new code provides for several parking options to meet various development and neighborhood situations including the following: The new code allows that street level Non-Residential uses including retail, services, non-profits, or other commercial uses may count the parking stalls to be built on the 221st right-of-way that are immediately adjacent to the building space to help fulfill the parking requirements. As electric vehicles become more widely used, the applicant is encouraged to provide stalls with charging stations. The new code provides a credit for electric vehicle stalls.

I. CIP Chapter 9.0 Signs

Section 9.1 Intent states, "The intent of this Chapter is to establish standards for the regulation of design, placement, size, renovation, and proper maintenance of all exterior signs and sign structures within the Central Issaquah area in order to:

- A. Contribute to the economic well-being of the community;
- B. Encourage signage that is functional, whimsical, artful, creative and attractive;
- C. Respond clearly to the needs of the public in locating informational signs;
- D. Recognize the role signs have in creating a visually interesting and attractive place as well as contributing to good overall urban design, while avoiding visual distraction, clutter, chaos, obstructions, and an overly busy public environment;
- E. Provide signs that are pedestrian and bicycle oriented; and
- F. Ensure that signage is representative of the business and compatible with the unique character and natural beauty of Issaquah.

Discussion: This CIP sign Chapter is intended to adopt the most recent city policy on signage that was adopted through the Rowley Development Agreement. In turn the Rowley Development Agreement sign code builds on the experiences of the city-wide sign code. Under the new CIP sign Chapter, sign review is completed at the staff level unless the applicant provides signage as part of the SDP. The applicant has shown conceptual wall and monument signage for the Taco Time building and no signage for the southern building. Therefore, prior to installation of any signs, the applicant shall submit a sign permit application and receive approval from the Development Service Department for any requested signage.

J. CIP Chapter 10.0 Landscape

Section 9.1 Intent states, "The intent of this Chapter is to establish standards for landscaping and trees within Central Issaquah that draw nature into this developing urban community. Adding green elements to soften the urban form provides opportunities for transitions from the natural edges into the built environment and ensures a liveable, verdant, attractive Public Realm that restores both nature and human activity and contributes to the success of the establishment of the Green Necklace."

Discussion: This landscape Chapter covers the more objective elements of landscaping including street tree requirements, specific planter locations in parking lots, and tree retention requirements. Chapter 16.0 covers design of these areas.

Trees along Circulation Facilities (street) and Community Spaces

Trees are required within the planter strip of the right-of-way along 221st Place. The landscape plan proposes a Frontier Elm species. Birch trees are shown along the 56th Street frontage. Other tree species including Raywood Ash, flowering pears, and Eddie's White Wonder dogwood are shown throughout the site including around the Community Spaces. There are two evergreen trees located near the current 221st shoulder. The tree closest to the road must be removed to accommodate right-of-way improvements; however there is a slim chance the western tree might fit within a new planter. It is unlikely to save this tree, but it should be reviewed more closely during construction permit review.

Parking Area Requirements

Section 10.4 states, "The purpose of landscaping or decorative elements in association with parking areas is to soften the visual appearance, reduce the impacts on adjacent pedestrians, screen views of parking, add shade, limit the amount of continuous impervious surface, and reinforce safe pedestrian access to buildings and connecting sidewalks."

The landscape plan is consistent with the requirement to provide tree planting islands every six (6) stalls along with groundcover and shrubs in the planters. Along 221st Place, a minimum 3 foot wide planter with evergreen shrubs is proposed. However the River and Streams Board pointed out that the species of Japanese holly and Japanese barberry may be invasive and recommended replacement with other species.

Minimum Tree Density

The CIP tree code is modified from the city-wide code to recognize the goal to accommodate additional density. Therefore it is preferred to save trees in the Developable Site Area, however if it is not feasible to retain existing significant trees and build the project, then if approval criteria are met, then it may be possible to remove all trees in the Developable Site Area. However the new development must show how the planting plan will achieve a minimum tree density of four (4) significant trees (or their equivalent size in caliper inches at 4.5 feet above ground) per 5,000 square feet of Developable Site Area.

Prior to building permit issuance the landscape plans shall be revised, as needed, to:

- a. confirm the appropriate tree species throughout the site;
- b. consider larger deciduous trees to better shade the paved areas;
- c. meet the specific parking lot landscape requirements of CIP section 10.4;
- d. consider the possibility of revising the plans to save the evergreen tree near 221st;
- e. replace the Japanese holly and Japanese barberry shrubs with a less invasive species that still meets the landscape purpose these shrubs provide;
- f. modify the landscape plan with additional trees, as needed, to meet the minimum tree density requirement;
- g. comply with the planting and irrigation general requirements and details.

Non Central Issaquah Plan Development Standards

K. Transportation Concurrency and Traffic Analysis, IMC 18.15

The project meets the city's transportation concurrency requirements. The project is anticipated to generate 70 new PM peak hour trips. Projects over the threshold of 30 trips, such as this, are required to be computer modeled to review the project's impacts on the broad city road system. The modeling showed no decline in levels of service at intersections this project traffic will use. Therefore a Concurrency Certificate was issued showing that it meets the concurrency requirements. There are not anticipated to be impacts at the project driveways onto 221st Place. However during building permit review,

safety of circulation into the northern driveway should be re-checked to confirm that left turn movements may occur in proximity to the intersection of 56th and 221st.

L. Storm Drainage & Utilities

The project is being served for water and sewer by the Sammamish Plateau Water & Sewer District. Prior to building permit issuance the applicant shall provide plans showing water and sewer improvements approved by the District.

The conceptual stormwater plan shows a detention vault under the parking lot west of the southern building. Clean drainage leaves this vault and travels west to flow into the NGPE. Storm water facilities for the project will be required to be in compliance with the Surface Water Design Manual in effect at the time of construction permitting submittal and stamped and signed by a Washington State Registered Professional Engineer.

M. Impact and Mitigation Fees

Mitigation is required to be paid at the time the Building Permit is issued for the following impacts: Transportation Impact Fee, Fire Impact Fee. The SEPA determination discussed elsewhere in this report addresses the General Government Mitigation Fee and Police Mitigation Fee. Calculation sheets for these fees are available at the Planning Department. Note: Mitigation impact fees for: 1) Parks and 2) Schools are not applicable to commercial development.

At building permit issuance the applicant shall pay the required impact and mitigation fees.

N. Environmental Review

The project contains several environmental elements including the buffers of the Main Fork and North Fork of Issaquah Creek, and a wetland. Staff worked with the applicant's environmental consultant to define the wetland classification and the creek and wetland buffer locations that are shown on the plans. Furthermore the River and Streams Board reviewed the project at a meeting on March 5, 2013 and provided comments. The results of these reviews are included in the SEPA determination.

In summary, the mitigations require:

- A review of stream buffer impacts that may result in modification of the southwest corner of the parking lot to remove approximately 4 stalls from the stream buffer;
- Final wetland and stream buffer enhancement plans prepared by a qualified professional prior to issuance of construction permits. The plans need to address elements including a review of the specific trail and look-out areas, signage, enhancement planting with performance standards, recording of a Native Growth Protection Easement, and a minimum 5 year monitoring period with posting of a bond.
- Temporary erosion and sedimentation control measures to be approved prior to issuance of the construction permits.
- Tree protection measures to protect existing trees to remain from construction damage.
- Payment of fees to mitigate for impacts to General Government and Police services.

A Mitigated Determination of Nonsignificance was issued for the project on April 24, 2013. A comment period is established beginning on April 25, 2013 and ending on May 8, 2013. A 14-day appeal period is established beginning on May 9, 2013 that ends on May 22, 2013.

Central Issaquah Plan Design Standards

O. CIP Chapter 11.0 Site Design

- 11.1 Intent: "The intent of this Chapter is to establish site design standards that orient development so that it defines the Public Realm, reacts to and acknowledges the natural environment and improves the pedestrian experience."
- 11.2 General Standards: The project has been designed to integrate at the west of the site with nature and the surroundings by providing a trail with look outs, enhancement of the critical areas, and protection through an NGPE. Pedestrian facilities are woven throughout the site design. The Community Spaces and sidewalk frontage will help to create a Sense of Place. The applicant is encouraged to meet with city staff and look to other resources to incorporate the most effective and innovative sustainable green building program measures possible. Principles of Universal Design will be addressed through compliance with the Americans with Disabilities Act and other elements as possible. Detailed review of the construction plans will look for opportunities for multi-functionality such as in the interaction between the Community Spaces, public sidewalk, and parking lot landscaping as well as the specific site amenities and street furniture and special paving material opportunities.
- 11.3 Standards for All Uses: Pedestrian connections are provided throughout the site along the public streets, in the buffer, and east to west through the site. The project will provide connections to motorized and non-motorized streets including connection of the trail within the buffer directly to the 56th Street sidewalk. The requirement that "site design shall include lush, green landscaping" is achieved as shown on the landscape plan. As noted earlier broad spreading canopy trees along the streets and in the parking lot planters will be a high priority. In Chapter 14.0, further greenery will be required between the building and the public sidewalk.

The proposed Community Spaces are logically located throughout the site where public interaction is likely to occur. Prior to construction permit issuance, the plans shall be revised as needed to address any specific measures in section 11.3.D.7 & 8 "Recommended Design Elements" and "Prohibited".

The portion of the surface parking lot adjacent to 221st is screened behind a low hedge along with trellis while the remainder of the parking lot is located at the rear. The applicant and staff worked together through several site plan alternatives to arrive at the drive-through located as much to the rear and minimizing pedestrian conflicts.

Establish Streetwall: The applicant has been cooperative in locating the buildings toward the public streets to establish the presence along the street. Additionally trellises are shown along much of the remainder of 221st parking to continue the building frontage feel. The specific requirement of a 60% Building Frontage is met along 221st through a combination of buildings and alternative elements such as the trellis. The plans do not show landscaping between the building and sidewalk as required in section F.1, "The space between the property line and the building shall include landscaping with evergreen plantings to maintain year-round interest in combination with benches, low walls, and other hardscape elements to enhance the social interaction, soften hardscape spaces and contribute to the Green Necklace while establishing a boundary between public and semi-private areas."

The site plan shows less Building Frontage along 56th Street and this frontage should be reviewed during construction permit review to better meet this requirement. The Community Space at the street corner with the trellis element and landscaping can be reviewed in more detail to find more ways to link this to 56th while considering the heavy traffic impacts. The landscape buffer of the drive-through lane adjacent to 56th Street should also be closely reviewed to confirm sufficient screening. There are existing utility vaults on this property and the adjacent 56th right-of-way that interfere with creating a good integration between this street and the Community Space. The applicant and staff must work together to find ways to move the utilities if at all possible. Prior to construction permit issuance, the plans shall be revised as needed to address section 11.3.F "Establish Streetwall (Build-To-Line)".

11.4 Environmentally Critical Areas: Discussion elsewhere in this report, in the SEPA MDNS, and in the Shoreline permit addresses relationships to these areas. One point to emphasize is that pedestrian paths are intentionally move east to west at three points on the site to provide direct access to the trail in the buffer.

11.5 Service, Loading, and Waste Enclosures: Recycling, garbage, and yard waste facilities are provided at two locations along the west boundary. Prior to building permit issuance the applicant shall confirm that the enclosure sizes and locations meet city standards as well as the waste hauler, and the specific design and landscape screening of the enclosures shall be submitted to and approved by the city.

P. CIP Chapter 12.0 Circulation

12.1 Intent: "The intent of this Chapter is to create a comprehensive Circulation Facility network that:

- A. Elevates the priority of non-motorized users above motorized users, while ensuring that safe and efficient movements are maintained for all users.
- B. Emphasizes the importance of the role of Circulation Facilities in achieving the definition of Public Space."

12.2 General Standards: The general standard requirements are being addressed including multiple routes to and from the site, universal design to create comfortable, safe and interesting spaces for all, including the young and old, able-bon

12.3 Motorized Facility Standards: The project is designed to contribute to a designed to contribute to, rather than driving the design and dominating or detracting from, a pedestrian-friendly, small scale, mixed-use urban environment by locating the buildings toward the streets, and subordinating the parking and drive-through largely to the rear. The driveway widths at 221st should be reviewed during the construction permit process and plans revised as needed to reduce the widths to the minimum necessary.

12.4 Nonmotorized Facility Standards: Nonmotorized routes are provided with a new public sidewalk on 221st, connection to 56th Street to the buffer trail, and likely connection to the Community Space at the street corner. Continuous pedestrian routes are provided through the site, however more detailed review should occur to look for opportunities

for continuity such as to continue the sidewalk from the southern building north to the Taco Time building. These standards require attention to detail with respect to crossings so that material differs from the parking lot, crossings are at the sidewalk grade not dipping down to the vehicle grade, etc. Prior to building permit issuance, the pedestrian routes shall be reviewed for compliance with the code including section 12.4.D & E "Pedestrian Routes" and "Pedestrian Crossings" and 15.2.E "Pedestrian Friendly Techniques", and section 15.4 "Standards for Surface Parking".

12.5 Connectivity and Block Structure Design: This section mostly applies to larger sites with larger circulation needs. However the buffer trail continues to the south end of the property to maintain the option to connect further south as properties may develop.

12.6 Landscaping of Circulation Elements: Interesting, attractive, lush landscaping is an important element to green the streetscape of 221st Place and 56th Street. A six (6) foot wide landscape strip is required between the sidewalk and new parallel parking. The landscape plan shows a regular street tree pattern, with a mixture of shrubs and groundcover at the base. Additionally this strip shows boulders for seating and walkway openings for pedestrians through the planter. A narrow paved strip is shown along the street edge for pedestrians to step out of the parallel parked vehicles. Prior to building permit issuance, the landscaping of the 221st and 56th planter strips shall be reviewed for compliance with the code including section 12.6 "Landscaping of Circulation Elements".

Q. CIP Chapter 13.0 Community Space

13.1 Intent: "The intent of this Chapter is to establish standards for the provision of Community Spaces that will inspire an animated and connected urban community where:

- A. Building design and Community Space are connected and related;
- B. The site and design make a positive contribution to the Public Realm; and
- C. There is visual and recreational variety within each District."

13.2 General Standards: The general standard requirements are being addressed by integrating with the location and scale of adjacent streets, buildings, and uses. The Community Spaces are located at or close to ground level and are visible from the public streets. As discussed earlier, there is an opportunity to better integrate the 56th Street Circulation Facility should be integrated better with the northern Community Space of Taco Time. The outdoor areas surrounding Taco Time building show promising details to encourage attractive outdoor spaces such as the trellises to provide enclosure, seating, and nearby landscaping. Some portion of the Community Space must be usable year round and the weather protection elements over 221st may address this issue. Prior to building permit issuance, the Community Spaces shall be reviewed for compliance with the specific provisions of Chapter 7.0 and 13.0 "Community Space" including likely increase in the Space adjacent to 56th to minimum area requirements.

13.3 Connect with Nature Standards: The buffer trail with outlooks and seating addresses this as discussed elsewhere in this report.

13.4 - 13.7 Playscape Standards, Plaza Standards, Community P-Patch Standards, Pet

Amenity Standards: These sections don't appear to be that applicable to this proposal.

R. CIP Chapter 14.0 Buildings

14.1 Intent: "The intent of this Chapter is to establish building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm".

14.2 General Standards: The two buildings are designed to be oriented and attractive as seen from just about all sides, there are few "back sides" to these buildings. As discussed elsewhere a continuous street wall is provided along 221st in a combination of the buildings and alternative trellis elements. The buildings are situated at the 221st sidewalk to provide the opportunity for public engagement. Activity areas in the right-of-way should take advantage of the Sidewalk Use District, IMC 12.05, to create active areas outside the buildings.

14.3 Building Mass and Design: The standard to reduce large building mass does not apply here, however several other elements do apply. The buildings provide some surface relief, depth and shadows to the façade and create a consistent street wall by: recessing or projecting elements of the façade, especially windows, changing character, materials, color or height. However it appears that greater surface relief and variation in the build-to-line of another 6" to 12" may better fulfill this standard. With additional relief there is room for outdoor seating, planters, or other elements in the small recesses. Also to increase the building's architectural detail and level of interest, it should be confirmed during building permit review that windows shall be:

- a. Divided light windows, or
- b. Operable (in accordance with the Building Code), or
- c. Trimmed around framed openings, or
- d. Recessed or projecting from the building façade and not flush.

Building corners adjacent to 221st and 56th Street need added detail, design, and building form.

Prior to building permit issuance, the plans shall be revised as needed to comply with section 14.3 "Building Mass and Design".

14.4 Ground Level Details: The buildings have oriented the retail faces toward the public streets with numerous entrances that reinforce a traditional main street design with repeated architectural elements. To further enhance the ground level detail the project must address the following elements:

- a. Provide landscaping along the 221st frontage of each building in accordance with section 14.4.A.11" Landscaping including evergreen plantings to maintain year-round interest, shall be located between the property line and the building to soften hardscape spaces and contribute to the Green Necklace. Plantings may be located in at-grade or raised planters, containers, window box planters, upon trellises, etc. Where the building is located at the property line, plantings may be located in building bays such as required in Section 14.3.A.3 Building Mass and Design";
- b. Northern Building (Taco Time) - Emphasize the building corner at the street intersection. One suggestion is to locate the proposed tower element to this corner along with the entrance and maintain weather protection at this entrance. The adjacent Community Space should be incorporated with this corner element;
- c. Provide a minimum first floor building height of 15 feet for both buildings;

- d. Southern Building: Increase the bottom of the windows above grade to approximately 24" above the sidewalk from the proposed approximately 9" height to provide a more traditional "kick plate" area under the windows, similar to the Taco Time elevations.

Prior to building permit issuance, the plans shall be revised as needed to comply with section 14.4 "Ground Level Details".

- 14.5 Weather Protection: Both buildings are complying with the requirement to provide weather protection across at least 75% of the frontage facing 221st with solid canopies. The depth of the protection must be increased from 4 feet to at least 6 feet. The building design and the interior spaces would benefit from this section discussion regarding transom or clerestory windows above the canopies. Prior to building permit issuance, the plans shall be revised as needed to comply with section 14.5 "Weather Protection".

- 14.6 Roofs and Parapets: Both buildings show parapets that appear to meet the requirements of this section. The building permit plans will need to show a "white roof" with a Solar Reflectance Index (SRI) of seventy-eight (78) or greater. Screening of rooftop equipment will be necessary at the building permit stage as well. Prior to building permit issuance, the plans shall be revised as needed to comply with section 14.6 "Roofs and Parapets".

S. CIP Chapter 15.0 Parking

- 15.1 Intent: "The intent of this Chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian friendly, small scale, mixed-use, urban environment and contribute to the Public Realm".

- 15.2 General Standards: The surface parking has been located to minimize their detrimental impact on pedestrian facilities and Community Spaces. The combination of parking location, landscaping, and trellis structures achieve the intent of minimizing parking appearance. Due to the site configuration it is not possible to locate the narrow width of the parking lot adjacent to 221st, however on this corner lot the narrow width is adjacent to the busier 56th Street. Conditions are placed elsewhere in this report to require pedestrian friendly techniques throughout the surface parking areas.

- 15.3 Standards for Structured Parking: Not applicable.

- 15.4 Standards for Surface Parking: Conditions are placed elsewhere to ensure pedestrian connections are provided. Where possible, pedestrian routes are buffered with landscape beds and large, broad canopy trees are requested elsewhere in the report.

- 15.5 Standards for Bicycle Parking: The plans do not show detailed bike facilities. Among other standards, bicycle parking should be placed within fifty (50) feet of the primary building entrances. Prior to building permit issuance, the plans shall be revised as needed to comply with section 15.5 "Standards for Bicycle Parking".

T. CIP Chapter 16.0 Landscape

- 16.1 Intent: "The intent of this Chapter is to establish standards for the design of landscaping and trees within Central Issaquah to:

- A. Ensure sites and Circulation Facilities with an array of green elements to implement the Green Necklace vision (Urban Community Goal B);
- B. Establish healthy trees and other landscaping to soften the built environment and integrate with the natural environment;
- C. Use landscaping to screen elements such as surface parking and drive-throughs”.

16.2 General Standards: The landscaping plans show some use of native plants however due to the critical areas on this site, a greater use of native plants should be the goal to show the transition from native to the built environment. The 221st building frontage shall be enhanced against the building as outlined in the discussion of Chapters 11.0 and 14.0. Other general standards have been addressed throughout this report.

16.3 Fence Standards: The trellis and waste enclosures are the two elements that relate to this section. Additional detail will be provided during construction permit review. Prior to building permit issuance, the trellis and waste enclosure plans shall be revised as needed to comply with section 16.3 “Fence Standards”.

U. CIP Chapter 17.0 Lighting

17.1 Intent: “The intent of this Chapter is to establish a hierarchy of lighting designs and illumination levels that provide an attractive visual element that supports and enhances this developing urban environment while addressing the safety and security of both pedestrian and vehicular traffic beyond daylight hours”.

17.2 – 17.10 Standards: The plans show conceptual lighting fixtures however more detailed plans, manufacturers’ specification sheets, photometric plans, etc. will be required and reviewed during construction permit review. Prior to building permit issuance, the plans shall be revised as needed to comply with section 17.0 “Lighting”.

IV. Recommendation

Based upon the application and submitted plans, the Administration recommends that the Development Commission move to:

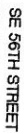
- A. Approve the permit application for *Issaquah Plaza 221*, application numbers PLN12-00065-67 and the following conditions:
 - 1. A Building Permit and other required construction permits shall be issued prior to beginning construction of the site work and buildings.
 - 2. The applicant shall comply with the SEPA Determination of Nonsignificance issued on April 24, 2013.
 - 3. Impact fees shall be paid at issuance of the Building Permit(s) unless otherwise required.

4. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to ensure compliance with Chapter 7.0 Community Spaces including section 7.3.B.1.f
5. Prior to issuance of the Building Permit or other construction permits the Applicant shall revise plans as needed to meet ADA requirements. All compact and accessible parking stalls shall be appropriately labeled. All accessible parking stalls shall be ADA compliant with the dimensional requirements.
6. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised to provide two (2) motorcycle parking spaces and meet bicycle parking requirements including section 8.11 and section 15.5 "Standards for Bicycle Parking".
7. Prior to installation of any signs, the applicant shall submit a sign permit application and receive approval from the Development Service Department for any requested signage
8. Prior to issuance of the Building Permit or other construction permits, the landscape plans shall be revised, as needed, to:
 - a. Provide the appropriate tree species throughout the site that provide as broad, canopy shade as possible and are appropriate street tree selections;
 - b. Meet the specific parking lot landscape requirements of section 10.4;
 - c. Consider the possibility of revising the plans to save the evergreen tree near 221st;
 - d. Replace the Japanese holly and Japanese barberry shrubs with a less invasive species that still meets the landscape purpose these shrubs provide;
 - e. Modify the landscape plan with additional trees, as needed, to meet the minimum tree density requirement;
 - f. Comply with the planting and irrigation general requirements and details.
9. Prior to issuance of the Building Permit or other construction permits, left turn circulation in and out of the northern driveway should be confirmed with respect to proximity to the intersection of 56th and 221st.
10. Prior to issuance of the Building Permit or other construction permits, the applicant shall provide plans showing water and sewer improvements approved by the Sammamish Plateau Water and Sewer District.
11. Prior to issuance of the Building Permit or other construction permits, storm water facilities for the project shall be in compliance with the Surface Water Design Manual in effect at the time of construction permitting submittal and stamped and signed by a Washington State Registered Professional Engineer.
12. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to address specific measures in Site Design section 11.3.D.7 & 8 "Recommended Design Elements" and "Prohibited".
13. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to address section 11.3.F "Establish Streetwall (Build-To-Line)". The 56th Street frontage shall look at ways to remove the utility structures or otherwise work them into the adjacent Community Space and landscaping, and connect the adjacent 56th Street sidewalk with the adjacent Community Space.


14. Prior to issuance of the Building Permit or other construction permits, the landscape buffer of the drive-through lane adjacent to 56th Street shall be enhanced as needed to provide sufficient screening of vehicles in the drive-through and the 56th Street sidewalk.
 15. Prior to issuance of the Building Permit or other construction permits, the applicant shall confirm that the waste enclosure sizes and locations meet city standards as well as the waste hauler, and the specific design and landscape screening of the enclosures shall be submitted to and approved by the city.
 16. Prior to issuance of the Building Permit or other construction permits, the pedestrian routes shall be reviewed for compliance with the code including section 12.4.D & E "Pedestrian Routes" and "Pedestrian Crossings" and 15.2.E "Pedestrian Friendly Techniques", and section 15.4 "Standards for Surface Parking".
 17. Prior to issuance of the Building Permit or other construction permits, the driveway widths shall be reduced to the minimum width necessary.
 18. Prior to issuance of the Building Permit or other construction permits, the landscaping of the 221st and 56th planter strips shall be reviewed for compliance with the code including section 12.6 "Landscaping of Circulation Elements".
 19. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to comply with section 14.3 "Building Mass and Design", 14.4 "Ground Level Details", 14.5 "Weather Protection", and 14.6 "Roofs and Parapets".
 20. Prior to issuance of the Building Permit or other construction permits, the trellis and waste enclosure plans shall be revised as needed to comply with section 16.3 "Fence Standards".
 21. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to comply with section 17.0 "Lighting".
 22. Prior to issuance of the Building Permit or other construction permits, the plans shall be revised as needed to comply with any outstanding requirements of the city code concerns letter dated December 7, 2012.
- B. Move to direct the Development Services Department to prepare Findings of Fact for signature by the Chair which affirms the Development Commission's decision to approve the application for *Issaquah Plaza 221*, file numbers PLN12-00065-67.

EXHIBIT LIST: See Application File

EXHIBITS



PARTIAL SITE PLAN

 NORTH

NOTE: PARTIAL SITE PLAN REFERENCES ORIENTATION OF BUILDING TO INTERSECTION FOR UPDATED SITE PLAN REFER TO CORE DESIGN SITE PLANS FOR CURRENT BACKGROUND

1" = 20'-0"

A	3-26-2012	WORKED ASSESSMENT TO INTERSECTION
A	10-2-2012	SITE DEVELOPMENT PERMIT
	DATE	REVISIONS

Taco Time Restaurant
SWC 221st Place & SE 50th Street
Issaquah, WA

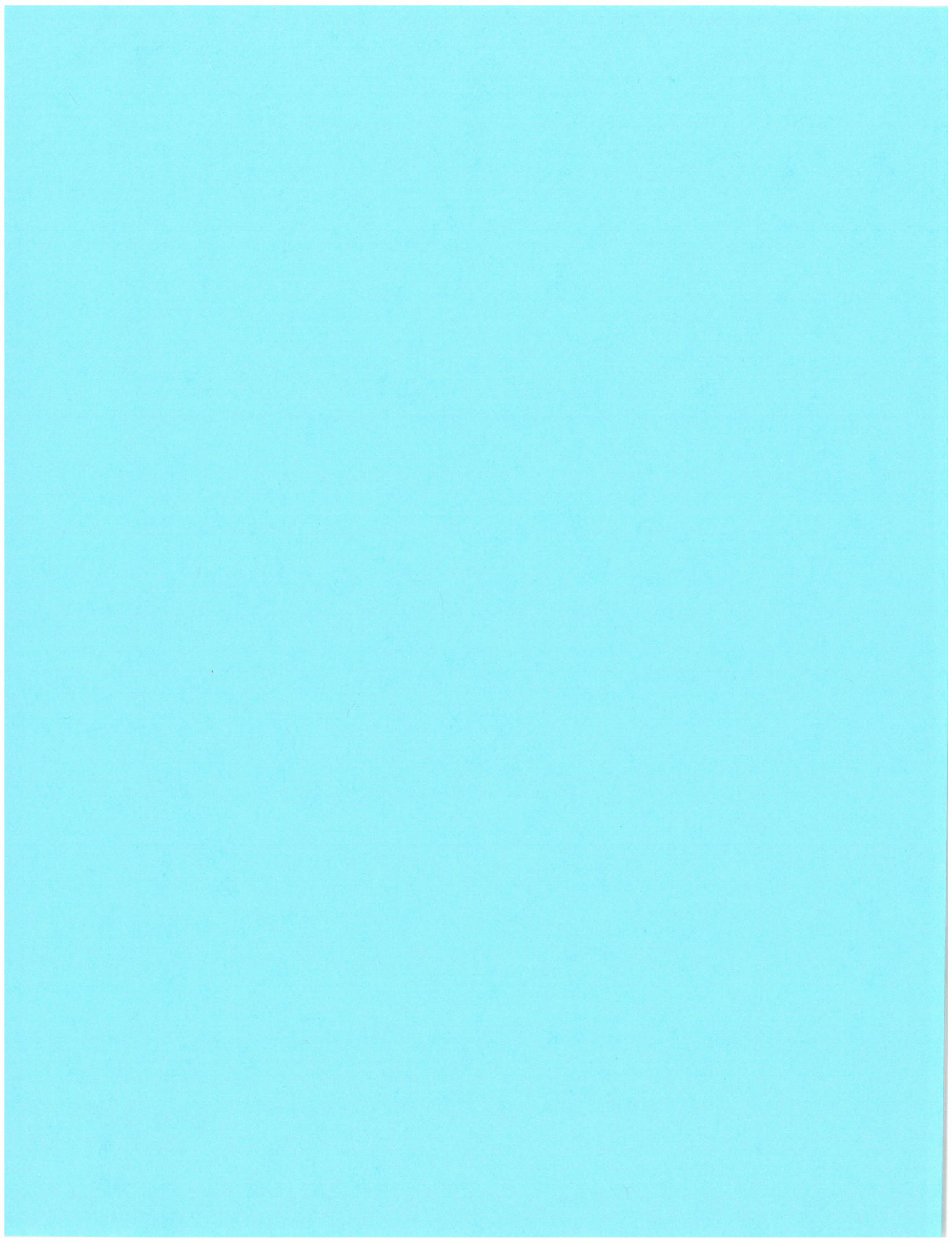
Taco Time Restaurant
SWC 221st Place & SE 56th Street
Issaquah, WA

H.G. Kimura

Architect, PLLC

E-MAIL: mgomez@uconn.edu ORCID: <https://orcid.org/0000-0001-9020-1000>

Full 423
planning year



CITY OF ISSAQUAH MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Proposal to construct two commercial buildings on a 3.36 acre site; a 2,700 SF restaurant with a drive-through and an 11,220 SF building for multiple retail tenants. The North Fork of Issaquah Creek and a Category II wetland are located along the west portion of the site, and the site is within the shoreline jurisdiction of Issaquah Creek. Proposed development would be accessed from two driveways off 221st Place SE and 91 on-site parking stalls are proposed.

Proponent: Derek Doke
238 246th Way SE
Sammamish, WA. 98074

Permit Number: PLN12-00065, 66, 67 - Issaquah Plaza 221

Location of Proposal: 5611 221st Place SE

Lead Agency: City of Issaquah

Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comments: This DNS is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days. Written comments may be submitted between **April 25, 2013** and **May 8, 2013**. The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or if significant adverse impacts are likely, withdraw the DNS.

Appeals: You may appeal this determination by filing a Notice of Appeal with the Issaquah Permit Center located at 1775 12th Ave. NW, Issaquah between **May 9, 2013** and **May 22, 2013**. Appellants should prepare specific factual objections. Contact the SEPA Responsible Official to ask about the procedures for SEPA appeals.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

- 1) This threshold determination is based on review of a site plan, preliminary drainage/grading plan, utility plan, and landscape plan received February 7, 2013; environmental checklist received February 7, 2013; wetland and stream information including wetland data and rating forms received July 7, 2010 (Gary Schulz), wetland/stream peer review received September 14, 2010 (The Watershed Company), response to peer review received January 10, 2011 (Gary Schulz); Preliminary Storm Drainage Calculations and Level 1 Off-Site Drainage Investigation received October 12, 2012 (Core Design); and other documents in the file.
- 2) Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Critical Area Regulations, Shoreline Master Program, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Environmental Critical Areas – The North Fork of Issaquah Creek and a Category II wetland (Wetland A) are located along the west portion of the site. The North Fork of Issaquah Creek is a Class 2 stream with salmonids and requires a 100-foot buffer. Wetland A, a Category II wetland, requires a 75-foot buffer. The mainstem of Issaquah Creek is located off-site further to the west, but the site is located within the shoreline jurisdiction of Issaquah Creek. The applicant's wetland delineation boundary, wetland rating, and the determination of the stream ordinary high water mark (OHWM) were independently peer reviewed and confirmed.

The applicant proposes to reduce the Wetland A buffer area by 3,769 SF; reducing the buffer width by a maximum of 25%, from 75 feet to 56.25 feet. The reduced buffer area would be enhanced with native vegetation. This is consistent with the Issaquah Critical Areas Regulations. The rationale is that enhancement of an existing degraded buffer area with native vegetation improves buffer functions equal to or greater than applying the larger standard buffer width.

The proposal also reduces a small portion of the North Fork of Issaquah Creek stream buffer along the south boundary of the development site. The stream buffer would be reduced by approximately 1,807 SF, from a 100-foot buffer width to a 75-foot buffer width. The reduced stream buffer would be enhanced with native vegetation. Several parking stalls are proposed in the reduced stream buffer area. The Issaquah Critical Areas Regulations require that an applicant first demonstrate that a site plan avoids and minimizes a stream buffer reduction. The proposed amount of parking exceeds code requirements and therefore the stream buffer reduction area along the south part of the property could be eliminated without impacting the site plan. The site plan should be revised to provide a 100-foot buffer width from the North Fork of Issaquah Creek.

The Shoreline Master Program (SMP) requires commercial development to provide public access, and encourages trails and view platforms in the outer buffer area to provide for public access and to promote the shoreline area as an amenity to the development. A trail is proposed to the west of the parking lot and includes three look-out areas. The trail would be accessible from SE 56th Street and the proposed development includes direct pedestrian access through the development and parking lot to the trail. Trails and look-outs in buffer areas should avoid removal of existing trees and native vegetation, and requires enhancement of buffer vegetation to mitigate buffer impacts. Buffer vegetation should be planted along the trail and look-outs to control circulation and intrusions into the wetland and stream buffer areas.

Final wetland/stream buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Enhancement plans shall be prepared by a qualified professional. Final plans shall include a detailed planting plan, performance standards for monitoring success of enhancement planting, and details for the trail and look-out areas. The following elements shall be addressed:

- 1) Location of trail and look-out areas – Alignment of the trail and location of look-out areas shall avoid removal of existing trees. There shall be clear connections and signage to the trail from the development. The location of the trail and look-out areas shall provide for views and also consider visibility for safety. The trail shall be a pervious surface.
- 2) Signs locations shall be shown on the final enhancement plans to promote public access to the shoreline and connections from the public streets and through the development. Wood

split-rail fencing shall be shown on the plans to control pedestrian circulation and intrusions into the wetland and stream buffer areas.

- 3) Enhancement planting – Enhancement of the wetland/stream buffer area with native vegetation is required for the wetland buffer reduction, to mitigate impacts of the trail and look-out areas within the buffer, and to improve the wetland/stream buffer functions over existing conditions. The amount of required buffer planting shall be based on enhancing 15,000 SF of buffer area, using the planting density from the King County Critical Areas Mitigation Guidelines. The Guidelines require trees 9-feet on center (0.012/SF) and shrubs at 6-feet on center (0.028/SF), which equates to 180 trees and 420 shrubs. The enhancement plantings shall be spread over the wetland and stream buffer area in naturalistic clusters. The plantings shall be located to protect the on-site wetland and stream areas where there is a currently a lack of vegetative cover and to control pedestrian circulation and intrusions into buffer areas from the trail and look-out areas. Planting design shall be coordinated with the design of the trail and look-out areas; to consider visibility for safety and appropriate screening.
 - 4) Performance Standards – The final wetland/stream buffer enhancement plans shall include performance standards to be used for monitoring the success of the enhancement planting. The performance standards shall be consistent with the King County Critical Areas Mitigation Guidelines.
 - 5) As-built plans of the buffer enhancement shall be provided to the Development Services Department (DSD) prior to final construction permit sign-off. The as-built plans shall show field changes to plant locations and plant substitutions. A qualified professional shall verify in writing that the enhancement plantings have been installed per the approved plans.
 - 6) A Native Growth Protection Easement (NGPE) is required to be recorded on the property title in order to protect the wetland and stream buffer areas from development and alteration in perpetuity. The Development Services Department (DSD) can provide specific language for the NGPE. The applicant shall record the NGPE with King County and provide a copy to DSD prior to final construction permit sign-off.
 - 7) Permanent survey stakes shall be set to demarcate the boundaries of the critical area buffer.
 - 8) A 5-year maintenance/monitoring period is required. The applicant shall provide a maintenance/monitoring bond equal to 50% of the cost of the plants, labor and 5-year monitoring/maintenance costs. The maintenance/monitoring bond shall be submitted to the Development Services Department (DSD) prior to final construction permit sign-off.
2. In order to avoid erosion and sedimentation impacts to critical areas, Temporary Erosion and Sedimentation Control Plans (TESC) shall be approved by the City prior to issuance of construction permits. Erosion controls shall be installed prior to beginning construction and shall be maintained for the duration of the construction.
 3. No trees shall be removed except as shown on the approved plans. Trees to be retained must be protected from construction activity with approved tree protection measures in place prior to any other construction or demolition activities. Tree protection measures may be installed in conjunction with TESC measures.

4. A part of the development site is located within the 100-year floodplain. A flood hazard permit will be required and will address compensatory storage to mitigate impacts of fill inside the 100-year floodplain.
5. Traffic – A Traffic Concurrency Analysis was completed for the proposed development and a Certificate of Transportation Concurrency issued (CON10-00011). The analysis concluded the proposal would generate 70 new PM peak hour trips. The traffic generated would result in minor delays to turn movements at intersections and no mitigation is required beyond payment of Transportation Impact Fees.
6. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 18.18, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The applicant should mitigate for potential impacts on public services with a voluntary contribution in the amount of \$46.67 per 1,000 SF of new building area for the General Government Buildings Mitigation Fee, and for the Police Mitigation Fee \$2,882.04 per 1,000 SF for the restaurant and \$863.45 per 1,000 SF for retail uses. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the checklist received February 7, 2013 and supplemental information in the application. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

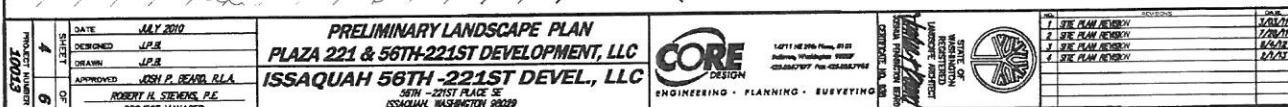
1. The site plan shall be revised to provide a 100-foot stream buffer width from the North Fork of Issaquah Creek. The stream buffer of the North Fork of Issaquah Creek is proposed to be reduced from 100 feet to 75 feet in the southwest corner of the parking lot. An applicant must first demonstrate that a site plan avoids and minimizes reductions to stream buffer width standards. Several parking stalls are proposed in the reduced stream buffer area and the overall amount of parking exceeds code standards. The stream buffer reduction could be eliminated without impacting the site plan.
2. Final wetland/stream buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Enhancement plans shall be prepared by a qualified professional. Final plans shall include a detailed planting plan, performance standards for monitoring success of enhancement planting, and details for the trail and look-out areas. The following elements shall be addressed:
 - 1) Location of trail and look-out areas – Alignment of the trail and location of look-out areas shall avoid removal of existing trees. There shall be clear connections and signage to the trail from the development. The location of the trail and look-out areas shall provide for views and also consider visibility for safety. The trail shall be a pervious surface.
 - 2) Signs locations shall be shown on the final enhancement plans to promote public access to the shoreline and connections from the public streets and through the development. Wood split-rail fencing shall be shown on the plans to control pedestrian circulation and intrusions into the wetland and stream buffer areas.

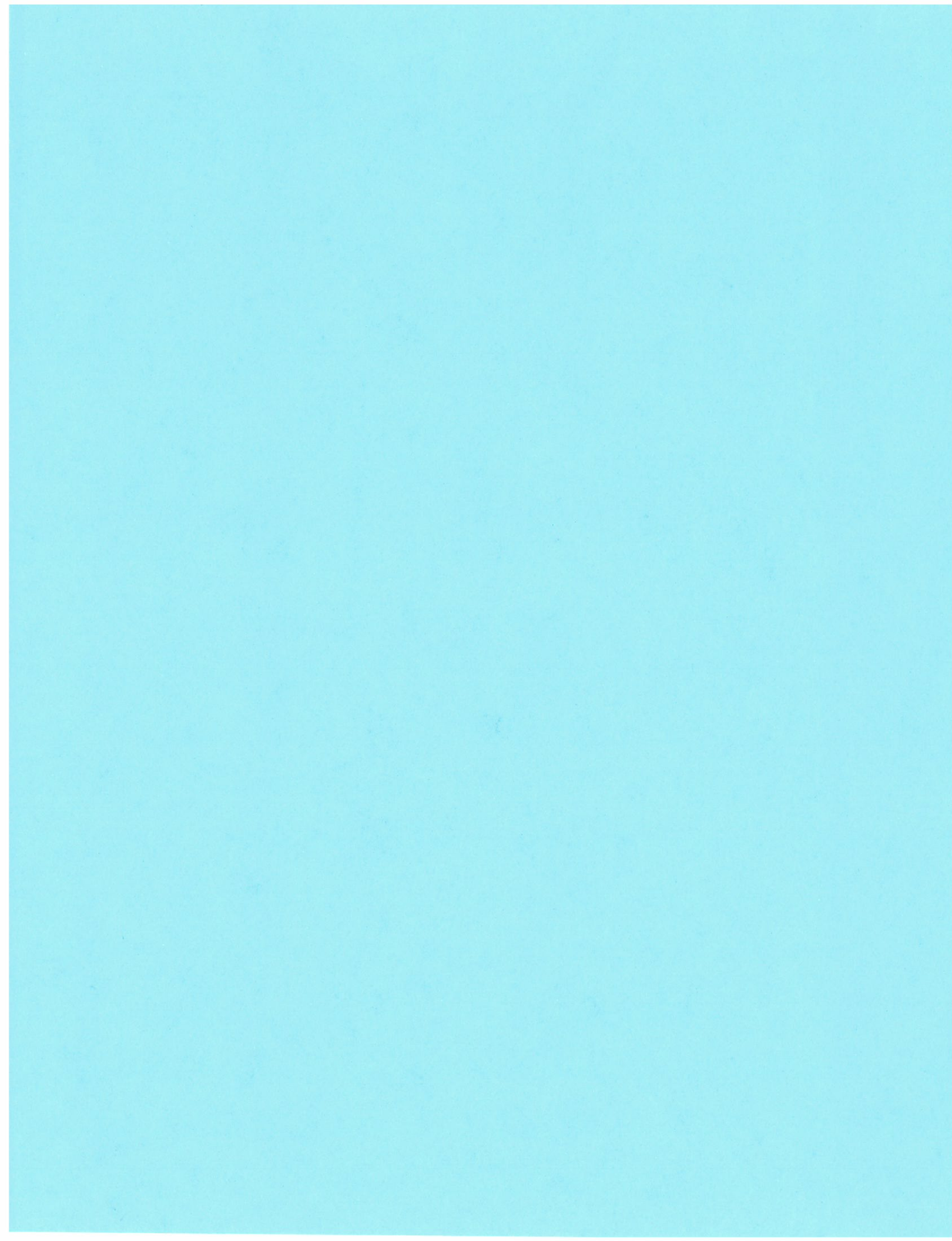
- 3) Enhancement planting – Enhancement of the wetland/stream buffer area with native vegetation is required for the wetland buffer reduction, to mitigate impacts of the trail and look-out areas within the buffer, and to improve the wetland/stream buffer functions over existing conditions. The amount of required buffer planting shall be based on enhancing 15,000 SF of buffer area, using the planting density from the King County Critical Areas Mitigation Guidelines. The Guidelines require trees 9-feet on center (0.012/SF) and shrubs at 6-feet on center (0.028/SF), which equates to 180 trees and 420 shrubs. The enhancement plantings shall be spread over the wetland and stream buffer area in naturalistic clusters. The plantings shall be located to protect the on-site wetland and stream areas where there is a currently a lack of vegetative cover and to control pedestrian circulation and intrusions into buffer areas from the trail and look-out areas. Planting design shall be coordinated with the design of the trail and look-out areas; to consider visibility for safety and appropriate screening.
- 4) Performance Standards – The final wetland/stream buffer enhancement plans shall include performance standards to be used for monitoring the success of the enhancement planting. The performance standards shall be consistent with the King County Critical Areas Mitigation Guidelines.
- 5) As-built plans of the buffer enhancement shall be provided to the Development Services Department (DSD) prior to final construction permit sign-off. The as-built plans shall show field changes to plant locations and plant substitutions. A qualified professional shall verify in writing that the enhancement plantings have been installed per the approved plans.
- 6) A Native Growth Protection Easement (NGPE) is required to be recorded on the property title in order to protect the wetland and stream buffer areas from development and alteration in perpetuity. The Development Services Department (DSD) can provide specific language for the NGPE. The applicant shall record the NGPE with King County and provide a copy to DSD prior to final construction permit sign-off.
- 7) Permanent survey stakes shall be set to demarcate the boundaries of the critical area buffer.
- 8) A 5-year maintenance/monitoring period is required. The applicant shall provide a maintenance/monitoring bond equal to 50% of the cost of the plants, labor and 5-year monitoring/maintenance costs. The maintenance/monitoring bond shall be submitted to the Development Services Department (DSD) prior to final construction permit sign-off.
3. In order to avoid erosion and sedimentation impacts to critical areas, Temporary Erosion and Sedimentation Control Plans (TESC) shall be approved by the City prior to issuance of construction permits. Erosion controls shall be installed prior to beginning construction and shall be maintained for the duration of the construction.
4. No trees shall be removed except as shown on the approved plans. Trees to be retained must be protected from construction activity with approved tree protection measures in place prior to any other construction or demolition activities. Tree protection measures may be installed in conjunction with TESC measures.
5. The applicant should mitigate for potential impacts on public services with a voluntary contribution in the amount of \$46.67 per 1,000 SF of new building area for the General Government Buildings Mitigation Fee, and for the Police Mitigation Fee \$2,882.04 per 1,000 SF for the restaurant and \$863.45 per 1,000 SF for retail uses. The impact fee costs will be determined based on the new building area approved in the building permit application. The applicant should pay the voluntary contribution prior to issuance of building permits.

Responsible Official: Peter Rosen
Position/Title: Environmental Planner
Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094
Date: 4/24/2013 **Signature:** Peter Rosen

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Issaquah Development Services Department
Issaquah Public Works Engineering and Parks and Recreation Departments

NETLAND AFTER DRAINAGE = 4,807 SF
STRAWBERRY REDUCION = 1,807 SF
STRAWBERRY ENLARGMENT = 2,447 SF







A1

